S. Coyle
c/o K. Walsh.

Parking Report - Dudley Square
July 13

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Outline of Parking at Dudley Square

Interim Solutions

A. BRA efforts to date, personnel involved, contacts with community etc.

a) Merchants Association headed by Ron Gary requested parking as well as street improvements, sidewalks, trash barrels in informal discussion with (BRA staff? Owen Donnelly and myself).

b) BRA staff working on parking: Ann Johnson, Owen Donnelly, Ann Burns, Mohammed Abdus-Sabur.

c) Merchants stating that their number one need is offstreet parking for employees for the working hours of 8:00 a.m. to 7:00 p.m. Purpose is to provide customers with on-street parking or easily accessible off-street parking.

Existing Municipal Parking Facilities in Dudley Square

Reference Material

A. Dudley Square - An overview - TAMS Report

B. Residential Parking - Trouble Spots

C. Description of Existing Ruggles Street Municipal Lot

C. Observations on Existing Municipal Lot

18. Dudley Square (Roxbury)

Dudley Square is the commercial center of Roxbury, the former site of an Orange Line station, and a major bus terminus. The area is generally bounded by Melnea Cass Blvd. on the north, Dudley St. on the south, Washington St. on the west, and Harrison Ave. on the east. While Dudley Square has experienced slow deterioration over the past 30 years, and while many of the businesses are marginal, property values have increased greatly in recent years in anticipation of the removal of the Orange Line elevated structure and subsequent revitalization. Dudley Square has been designated as one of Boston's nine Commercial Development Project Areas. In addition, the BRA has initiated major revitalization planning centered on the square. Institutional generators in the area include the Roxbury District Courthouse, a police station, a public branch library, a YMCA, and many community and social service agencies.

There is a 72 space municipal lot at Ruggles St. and Shawmut Ave, which is on the fringe of the Dudley commercial area. There are also several "de-facto" dirt parking lots in the area--for example the former Blair's Super market site located on the east side of Washington St. north of Palmer St. is currently used for parking, as are several smaller lots located on the west side of Washington St. On-street parking is fully utilized during most times of the day.

Several arterials providing radial and crosstown service pass through Dudley Square. Washington St. and Warren St. provide access to Roxbury, Dorchester and Mattapan. Dudley St. provides a major crosstown route linking Uphams Corner and Jamaica Plain from Roxbury and Dorchester. The combination of high volumes of this through traffic and considerable local pedestrian and vehicular traffic causes congestion problems at the three key intersections--Dudley and Harrison, Dudley and Warren, and Dudley and Washington. Future growth of the area is likely to cause severe traffic problems at these intersections without widening.

Major transportation changes have occurred in Dudley Square--the Orange Line station has closed, the elevated structure is coming down, replacement transit service will (eventually) be instituted and new Dudley Street II will be built. Development plans are not far advanced, though ambitious plans for housing, office, hotel and commercial space on the numerous vacant parcels have been discussed. Major commercial building rehabs can be expected along Washington St. north of Dudley Square after the elevated is demolished. It is clear that Dudley Square is strategically located and much redevelopment is likely; however, many serious issues need to be addressed and resolved before specific plans can be assumed.

Given the location of Dudley Square from the downtown and excellent access provided Melnea Cass Blvd., it is likely that considerable growth will occur, which will increase the demand for parking while removing parking spaces presently used on a temporary basis. Therefore, the key parking strategy in the Dudley area should be to plan for future parking needs by land-banking in strategic locations--primarily on Washington St. Security is a major issue in the Dudley area, and operational strategies for addressing

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this concern will be a necessary part of future public parking facility development.

19. Uphams Corner (Dorchester)

The Uphams Corner retail area generally includes Columbia Rd. from Bird St. to Hamlet St., Dudley St. from Humphreys St. to Columbia Rd., Stoughton St. from Columbus Ave. to Everett Ave., and Hancock St. from Columbia Rd. to Bird St. In addition to small shops, a supermarket, numerous apparel, specialty retail and food stores, banks, and restaurants, the area includes the Strand Theatre with 1400 seats which is a major activity generator, primarily in the evening.

A detailed evaluation of parking supply and demand was conducted in August, 1986 by Vanasse-Hangen under contract to the City. According to this study, there are 293 off-street parking spaces in the area bounded by the B&M railroad tracks, Quincy St, Hancock St., and Holden St. A municipal lot with 34 spaces on Belden St. off of Dudley St. comprises the total public off-street supply at the present time. There is a large (100 space) private open lot on the corner of Ramsey and Hamlet across Belden St. from the municipal lot that has been recently rebuilt as a public lot to meet the parking demand.

20. Codman Square (Dorchester)

The Codman Square commercial area is centered along Washington St. from just south of Talbot Ave. to Melville Ave. on the north. There is a modest amount of commercial activity in the area, though Codman Square is clearly in need of revitalization.

There is a 40 space municipal lot on Washington St between Aspinwall Rd. and Southern Ave, which was approximately 10 percent occupied when observed during a midday site visit. On-street parking is unregulated and well-used--an estimated 80 percent of the spaces were observed occupied. A considerable amount of double parking by delivery vehicles was observed along Washington St. which impeded traffic flow.

Washington St. is a local arterial providing access within the Fields Corner and Codman Square sections of Dorchester. Traffic volumes are moderate carrying about 11,000 vehicles daily.

Codman Square is a priority area for economic revitalization. While no major plans have been presented, several City-owned buildings have recently been designated for redevelopment, and significant City resources have been pledged for commercial revitalization.

Existing parking capacity appears to be adequate for existing needs. However, concern has been expressed in this area about parking availability; therefore, additional weekday and Saturday counts of the municipal lot should be made. Improved curb parking regulation including clearly marked loading zones should be considered to alleviate the double parking problem.

Future Changes Affecting Parking: While Grove Hall is a priority area for the City's neighborhood revitalization efforts, the prospects for substantial increases in activity in the area are uncertain presently.

Parking Strategies Recommended for Investigation: No immediate action is recommended; however as development does occur in the area, adequate provision for off-street parking should be included in all plans. The City's considerable property holdings in the area make such a land-banking strategy feasible.

c. Dudley Square

Area Description: Dudley Square is the commercial center of Roxbury, the current site of an Orange Line station, and a major bus terminus and multimodal transfer point. The area is generally bounded by Melnea Cass Blvd. on the north, Dudley St. on the south, Washington St. on the west, and Harrison Ave. on the east. While Dudley Square has experienced slow deterioration over the past 30 years, and while many of the businesses are marginal, property values have increased greatly in recent years in anticipation of the removal of the Orange Line elevated structure and subsequent revitalization. Dudley Square has been designated as one of Boston's nine Commercial Development Project Areas. In addition, the BRA has initiated major revitalization planning centered on the square. Institutional generators in the area include the Roxbury District Courthouse, a police station, a public branch library, a YMCA, and many community and social service agencies.

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Traffic Characteristics: Several arterials providing radial and crosstown service pass through Dudley Square. Washington St. and Warren St. provide access to Roxbury, Dorchester and Mattapan. Dudley St. provides a major crosstown route linking Uphams Corner and Jamaica Plain from Roxbury and Dorchester. The combination of high volumes of this through traffic and considerable local pedestrian and vehicular traffic causes congestion problems at the three key intersections--Dudley and Harrison, Dudley and Warren, and Dudley and Washington. Future growth of the area is likely to cause severe traffic problems at these intersections without widening.

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TABLE 3 RESIDENTIAL AREA PARKING CONDITIONS SUMMARY

	AREA	RESIDENTIAL POPULATION (1986)	AUTO OWNERSHIP (1983) TOTAL AUTOS	AUTOS PER HOUSEHOLD	HOUSEHOLDS OWNING CARS	HH's w/ CARS PARKED ON STRE	MODE TO WORK (1983) AUTO	MBTA	WALK/OTHER	TRENDS 1960 - 1985 AUTO INCREASE	AUTOS PER HH INCREASE	RESIDENT PERMIT PARKING	NUMBER OF LEGAL SPACES	NUMBER OF RESIDENT STICKERS	RATIO OF SPACES/STICKER
1	EAST BOSTON	33,176	10,891	0.72	33%	43%	47%	37%	16%	9%	1%	YES	2736	2987	1.1
2	CHARLESTOWN	13,364	5,347	0.88	47%	54%	50%	37%	16%	45%	23%	YES	170	325	1.9
3	SOUTH BOSTON	30,396	7,936	0.66	44%	33%	45%	52%	23%	12%	7%	YES	125	350	2.8
4	CENTRAL	21,662	7,236	0.49	54%	23%	22%	15%	63%	54%	39%	YES	1423	3762	2.6
	-CHINATOWN												163	400	2.2
	-BAY VILLAGE												253	302	1.1
	-NORTH END												930	2046	2.2
	-LEATHER DISTRICT												37	34	0.9
5	BACK BAY/BEACON HILL	36,212	11,982	0.72	42%	27%	33%	19%	49%	52%	53%	YES	2453	7307	3.1
	-BB												1475	5039	3.4
	-BH												980	2410	2.5
6	SOUTH END	27,323	4,310	0.46	37%	24%	30%	32%	38%	5%	4%	YES	3244	5036	1.6
7	BEH/FEN/MISSION HILL	23,797	6,867	0.48	40%	27%	27%	34%	43%	33%	24%	YES	1955	3874	2.0
	-BENMORE/FENWAY												1175	3020	2.6
	-MISSION HILL												780	854	1.1
8	ALLSTON/BRIGHTON	43,344	29,834	0.97	44%	39%	52%	34%	12%	22%	14%	YES	3747	5270	1.4
9	JAMAICA PLAIN	44,253	12,548	0.78	34%	32%	51%	34%	14%	17%	23%	NO			
10	ROXBURY	57,792	13,844	0.63	40%	33%	45%	46%	8%	31%	12%	NO			
11	SOUTH DORCHESTER	61,234	19,143	0.93	40%	44%	52%	42%	6%	13%	13%	NO			
12	NORTH DORCHESTER	23,769	6,953	0.73	50%	42%	47%	47%	40%	23%	9%	NO			
13	ROSLINDALE	32,744	17,210	1.01	63%	41%	71%	27%	2%	43%	40%	NO			
14	WEST ROXBURY	31,333	18,825	1.07	93%	38%	83%	14%	3%	27%	21%	NO			
15	HYDE PARK	36,233	16,039	1.23	77%	16%	64%	29%	6%	11%	4%	NO			
16	MATTAPAN	35,619	14,532	1.18	73%	23%	48%	36%	7%	56%	43%	NO			

Phase I Residential Parking

Auto Ownership (1985):	12,568 total autos .78 cars per household 54% of households own cars 33% of households have cars parked on street
Mode to Work for Employed Residents (1985):	51% car/34% MBTA/16% walk/other
Trends 1980-85:	17% increase in autos 15% increase in autos per household
Resident Permit Parking:	not in effect

10. Roxbury

Trouble spots for resident parking in Roxbury include the portion of Lower Roxbury from Massachusetts Avenue to Melnea Cass Boulevard, which has a relatively high housing density (townhouses) and experiences spillover parking from Northeastern University and the area surrounding the Roxbury Community College. There is concern about the impact of the new Orange Line stations -- particularly the Fort-Hill/Highland Park area -- on parking conditions, but no resident permit parking program is planned as in Jamaica Plain. There is also concern about future development pressures in the Dudley area and other portions of Roxbury and the likely trend of single family homes being cut up into apartments -- which results in inadequate parking. Thus, density controls and minimum parking requirements for new residential development are important issues in Roxbury which, if properly addressed, could help to avoid the kind of severe parking problems faced in other close-in neighborhoods.

Residential Population (1980):	57,792
Auto Ownership (1985):	13,064 total autos .61 cars per household 48% of households own cars 33% of households have cars parked on street
Mode to Work for Employed Residents (1985):	45% car/48% MBTA/8% walk/other
Trends 1980-85:	21% increase in autos 13% increase in autos per household
Resident Permit Parking:	not in effect

11. South Dorchester

Residential parking problems have been noted in the Lower Mills and the Ashmont sections of South Dorchester. In Lower Mills, provision of parking for new residential units has been a major issue with redevelopment of the Baker Chocolate Mills, and a joint public/private off-street parking facility, with spaces reserved for residents having been proposed. Problems in the

(B)

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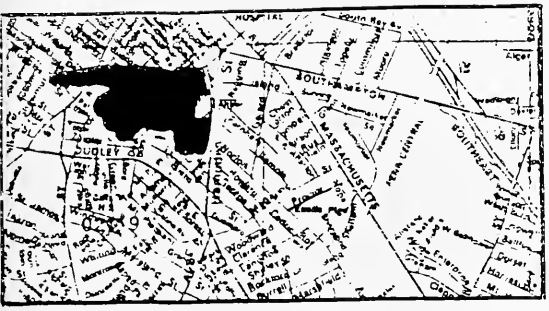
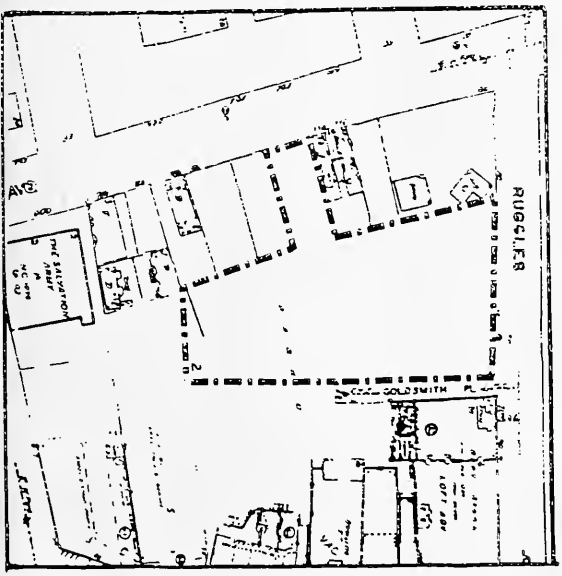
Municipal Parking Lot Inventory

RUGGLES STREET PARKING LOT (1)
ROXBURY





OVERVIEW

NEIGHBORHOOD

This 72 car parking lot is located behind a group of commercial buildings facing Washington Street. The lot is not visible from Washington Street, and is presently a mostly underused facility.

The lot is bounded primarily by vacant rubbish-filled lots and appears to be used mostly by tenants at 25 Ruggles Street.

GENERAL COMMENTS

This parking lot is of first class construction with granite curbs, cobra overhead lights and several trees. The lot has suffered some damage by truck movement to adjacent dumpster.

(c)

June, 1985

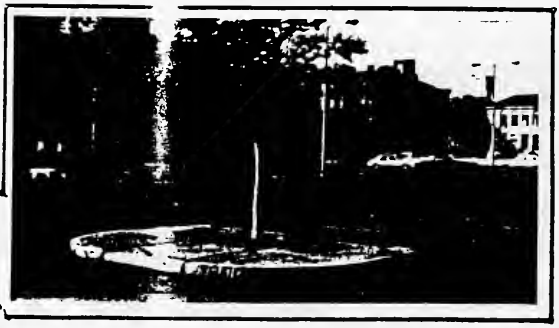
RUGGLES STREET PARKING LOT (1)
ROXBURY

REVIEW OF CONSTRUCTION DETAILS

BITUMINOUS PAVING is in excellent condition throughout the parking lot.

CEMENT CONCRETE WALKS are limited to end islands and street facing sidewalks. Several areas of paving have been damaged by heavy trucks.

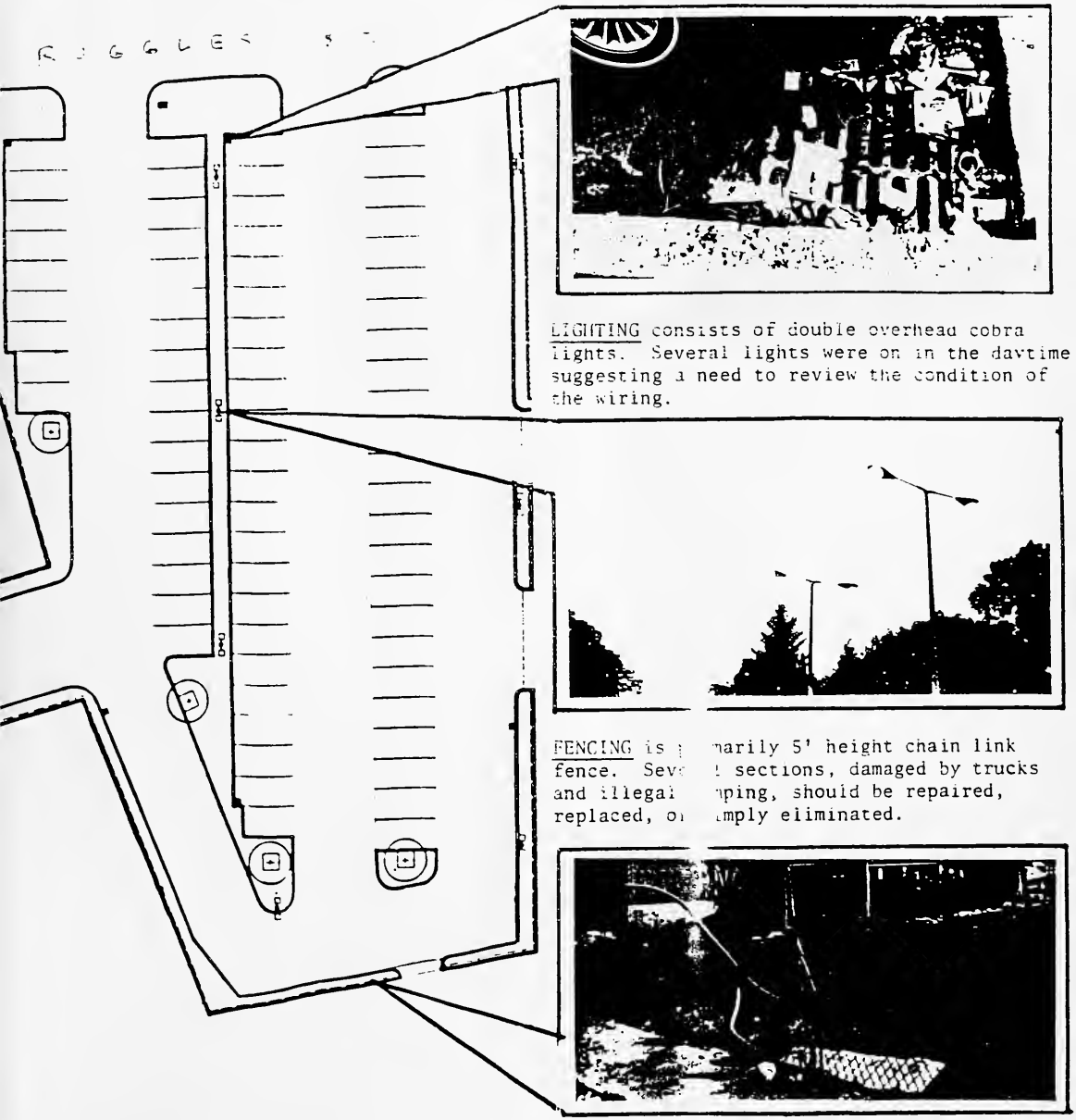
VERTICAL GRANITE CURB is in good condition throughout the lot.



RUGGLES STREET PARKING LOT (1)
ROXBURY

REVIEW OF CONSTRUCTION DETAILS

CATCH BASINS are in good condition and in need only of general cleaning.



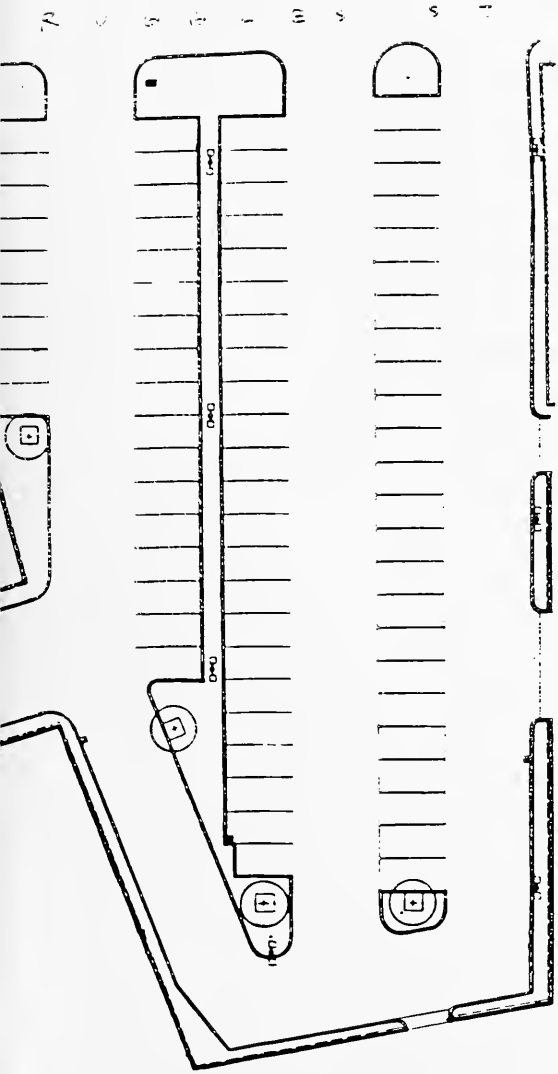
LIGHTING consists of double overhead cobra lights. Several lights were on in the daytime suggesting a need to review the condition of the wiring.

FENCING is [illegible]marily 5' height chain link fence. Sev[illegible] sections, damaged by trucks and illegal [illegible]ping, should be repaired, replaced, o[illegible]mply eliminated.

RUGGLES STREET PARKING LOT (1)
ROXBURY

REVIEW OF CONSTRUCTION DETAILS

DEBRIS, primarily a result of illegal dumping, should be cleaned up to improve the general appearance and to reduce the potential for additional dumping.



June, 1985

RUGGLES STREET PARKING LOT (1)
ROXBURY

RECOMMENDATIONS

MAINTENANCE

Little maintenance is needed in the actual parking lot area, and shall include:

- Sweep paved areas.
- Remove weeds from cracks and soft areas.

Extra effort should be made to clean up the adjacent streets and vacant lots. Since considerable effort will be required, and a substantial quantity of trash will be accumulated, it is suggested that the clean-up be gradual over the entire summer period.

CAPITAL IMPROVEMENTS

Major improvements are required only at the edges and may include:

- Replace damaged fencing.
- Remove unnecessary fencing.
- Replace damaged paving.
- Repair overhead lights.

D. Observation of existing parking lot use. The existing Ruggles Street lot is not currently used perhaps for the following reasons.

1. Poor visibility from Washington Street no signage.

2. Poor sense of security

Some possible solutions:

1. An attendant parking program run by merchants.

2. Better signage and public information re availability of parking.

3. New fencing and lighting and perhaps based on demand an expansion into adjacent vacant lots (see exhibit A-1)

Costs

- o Construction of new attendant booth _____
- o New fencing _____
- o Expand lighting _____
- o New signage _____
- o Salary costs - attendant parking
- o Promotional costs

Based on our experience at Uphams Corner it is the merchants themselves who are key to the public (re employees) using these lots. The existing municipal lot is owned and maintained by the City of Boston, Real Property Board.

Other Parking In Use in Dudley Square
(See Exhibit A-1)

1. Corner of Moran St. and Shawmut Ave. - used and maintained and serviced by Bank of Commerce and Boston Five and Joe's Jaguar Restaurant.

2. Corner Shawmut and Vernon Street - privately owned lot used for private purposes.

3. Municipal lot not in demand; with alterations could be expanded by acquiring adjoining vacant land.

4. Blair lot currently used as primary off street public parking facility in Dudley Square. The MBTA has been approached re using site as Interim Bus Terminal facility while Dudley Station is under demolition and rehabilitation. For site improvement purposes the figure of 1/2 million dollars has been discussed. Improvements considered have been for grading, paving, fencing, lighting and minimal landscaping. This is a 2-year project.

   A concern is that once these "Interim" uses are installed they may preclude speedy disposition of the land for other purposes.

   A continuous working dialogue with these groups re: off-street parking needs and ways to address this problem must begin.

   According to merchants rep., Ron Gary he feels that MBTA has made this commitment; also the Merchants Association through the same source have expressed interest in the continued use of this site for off-street parking purposes.

TABLE: BLOCK BOUNDED BY EUSTIS STREET, PALMER STREET, WASHINGTON STREET, AND HARRISON AVENUE PARCEL DESCRIPTIONS

ADDRESS	OWNER	ASSESSOR PARCEL WARD	ASSESSOR PARCEL PARCEL #	LAND AREA (S.F.)	LAND USE
29 Eustis St.	BRA	08	2455	2,150	Vacant Land
1107 Harrison Av.	Graham	08	2456	965	Residential
1109 Harrison Av.	Graham	08	2457	895	Residential
1111 Harrison Av.	Graham	08	2458	906	Residential
1113 Harrison Av.	Graham	08	2459	922	Residential
1115 Harrison Av.	Graham	08	2460	922	Residential
1117 Harrison Av.	Graham	08	2461	956	Residential Land
4 Renfrew St. *	BRA	08	2462	5,629	Vacant Land
27 Eustis St.	Grazia	08	2466	3,000	Residential Land
1[illegible] Palmer St.	Spileos	08	2471	20,391	Commercial
12 Palmer St. *	BRA	08	2472	57,464	Vacant Land/Building
2190 Washington St.*	BRA	08	2475	8,089	Vacant Land
2168 Washington St.	Hamill	08	2478	3,706	Commercial
2148 Washington St.*	BRA	08	2479	14,547	Vacant Land
2140 Washington St.	Panam Ent.	08	2480	2,820	Commercial
2138 Washington St.	Highland Tap	08	2481	1,534	Commercial Land
2130 Washington St.	Highland Tap	08	2482	1,245	Commercial
5 Eustis St.	Highland Tap	08	2483	755	Commercial Land
7 Eustis St.	M&C Carrib.	08	2483-1	1,007	Commercial Land
9 Eustis St.	M&C Carrib.	08	2484	790	Commercial Land

* Dudley Realty Properties

DUDLEY SQUARE AREA

- BRA VACANT LAND
- BRA BUILDING
- RESIDENTIAL BLDG.
- COMMERCIAL BLDG.
- RESIDENTIAL LAND
- COMMERCIAL LAND

B-1
15B

DATE: JULY 1987

DUDLEY SQUARE AREA
ROXBURY
Massachusetts
BOSTON REDEVELOPMENT AUTHORITY

Interim Stablization of Blair Lot

Maintenance, costs, concerns as a follow-up to the cleanup of the site on July 8th, there are concerns that the lot while in the development concept phase be properly maintained (See Exhibit B-1).

It is recommended that Real Estate Services and Urban Design collaborate to develop a plan that effects some short-term - low cost site improvements such as grading, fencing and landscaping and perhaps some signage that demonstrates agencies commitment to develop the site and to maintain it as a good neighbor while in development process.

The following unit costs should be used as a benchmark in establishing costs that would result in choosing various alternatives.

Fencing - 4' 0" vinyl coastal chain link installed per linear foot $10.

Street Lighting: Security type $2,000 per unit. Installed (not including conduit and wire - City of Boston standard)

Bituminous concrete paving per sq. ft. $2.75 , including grading, gravel base, seal coat.

Grading, loan and seal per sq. ft. $1.80 assure minimum of 10,000 cu. yd.

Catchbasin $1,500.00 per unit

Manhole $1,800.00 per unit.

Longer Term Planning

It is recommended that a formal request be made to Transportation Dept. to assess demand both existing and projected based on BRA projected build-out and that Real Property Board and BRA begin process of identifying sites that would be suitable for development of new off-street parking facilities to support new development in Dudley Square and Greater Roxbury.

Next Steps

1. Transportation Dept. determins that based on current and potential parking demand that new additional off-street facilities are required.

2. Transportation Dept. notify BRA and Real Property Board of findings of transportation demand analysis and instruct these agencies to locate sites to meet the stated demand.

3. Real Property Board identifies public and/or private sites that will accommodate new parking demand and Real Property Board with approval of Transportation Dept. and BRA Board acquires land (Eminent domain of necessary) in area of demand.

4. City Treasurer issues Bonds to finance new facility or BRA acting as agent of Real Property Board develops RFP for private development of site after Real Property Board's legal acquisition of land.

APPENDIX AND REFERENCES

- Citywide Strategic Parking Plan
  Phase I - Data Collection and Citywide screening - Traffic Analysis
  Phase II - Residential and Commercial Parking by TAMS Associates for the Real Property Department, 1987.

- Municipal Parking Lot Inventory - 1985, Real Property Department

- Roxbury IPOD - Map Amendments, No. 203, 264 and Text Amendments No. 92, 122. Commonwealth of Massachusetts, City of Boston in Zoning Commission effective August 17, 1987.

- Dudley in 2001: After the El...Center for whom? Proposal for the Roxbury Action Program prepared by the UMASS - Boston College of Public and Community Services.

- National Register of Historic Places - Inventory/Nomination Form: Dudley Station Historic District.

- The Commercial Area Revitalization District Program (CARD) Revised December 1983, Dudley established in 1979.

BRA Reports:

- A Profile of Dudley Square: Current Characteristics and Future Development Potential. Gregory W. Perkins, October 1984.

- Roxbury and Dudley Square Development Summaries and Comparisons, by Jan A. Van Buren, April 1985.

- Property Values, Taxes and Land Use in Roxbury 1940-1984, by John Avault and Joyce Seko, March 1985.

- BRA Rules and Regulations Governing Chapter 121A Projects in the City of Boston, January 6, 1983.

- Dudley Planning Study, Fall 1984.

- Dudley Square: A Strategy for Neighborhood Revitalization, A Briefing Book, January 18, 1985.

- A Framework for Formulating a Development Assistance Strategy: Dudley Station Area.

- Projects Underway in the Dudley Business District Area as of January 1989.